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The TALO: MAG's Man in the Army

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This handbook provides guidance for Tactical Airlift Liaison Officers (TALOs) for the planning and conduct of operations in garrison and while deployed.

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PREFACE

This handbook for Tactical Airlift Liaison Officers (TALOs) was written to fulfill the author's Air Command and Staff College (ACSC) research project. The format and language of this report is similar to other regulations and publications used by TALOs at the request of the Military Airlift Command.

On 17 December 1984, draft copies of this handbook were distributed for validation at the 22nd Air Force (MAC) TALO conference. The draft handbook was reviewed by 25 TALOs, who proposed changes and additions through their Numbered Air Force (NAF) TALO and the MAC sponsor of the project. These items were added to the final handbook. Presently over 40 draft copies are in the hands of TALOs worldwide for use until a final product is made available for distribution by MAC.

The manual provides a basis for TALOs to support their operational units with airlift knowledge of MAC. This handbook contains general TALO guidance that is not contained in MACR 55-55, AFM 2-7, and AFM 2-50. MAC TALOs provided additional information for this handbook. Many of the areas covered throughout the handbook will be personal opinions and techniques; however, many of these techniques have been used in exercises both real and simulated.

The author would like to personally thank Major Mike Leiker, Major Todd Pemble, Major John O'Reilly, Captain Richard Muri, and Captain Howard Horii for their inputs into this handbook. Also, the author would like to thank Major Dan Rimkus of ACSC for his valuable assistance in preparing the project for distribution to all future Tactical Airlift Liaison Officers of the Military Airlift Command.

ABOUT THE AUTHOR

Major Robert K. Miller wrote this handbook for Tactical Airlift Liaison Officers (TALOs) to fill a void that existed in this operational area. He felt this need while holding five TALO positions. Major Miller received his B.A. from the University of Evansvill, Evansville, Indiana where he was commissioned from Air Force Reserve Officer Training Corps. Major Miller attended undergraduate pilot training at Vance AFB, OK. He was a C-130 standardization evaluation pilot with over 3000 total flying hours. Major Miller was a Senior Emergency Duty Controller for three years at 21st Air Force (MAC). The TALO positions he filled were Brigade (BDE) TALO on temporary duty with the 3rd BDE of 2nd Armored Division (DIV) Ft. Hood, TX; DIV TALO for the 101st Airborne DIV (Air Assault) Ft. Campbell, KY; BDE and DIV TALO at the 2nd Infantry DIV, Republic of Korea (ROK); Combined Field Army (ROK/US) TALO, ROK; and as a deployed TALO to a ROK Corps during ULCHI-FOCUS LENS exercise 1983; and Blue Corps TALO during TEAM SPIRIT 1984. Major Miller has been identified by 21st Air Force (MAC) as their best DIV TALO, and by the 834th Airlift DIV as the expert in the field in his Officer Effectiveness Reports. Major Miller attended Squadron Officer School in residence in 1976, has completed the Marine Corps Command and Staff College, and is presently a Course Officer at Air Command and Staff College (ACSC). After ACSC Major Miller will be assigned to the Readiness Command's J3 staff, MacDill AFB, FL.

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Chapter One

INTRODUCTION

1-1 General. This handbook was written to provide general guidance for new TALOs in the planning and conduct of operations in-garrison and while deployed. The need for this handbook was identified by MAC/DOCSA and former TALOs during the worldwide TALO conferences held in 1983 and 1984. The TALO force has two major problems which necessitate the development and publishing of a handbook. First, to fill TALO positions, MAC must accept volunteers straight from rated assignments. These individuals are usually limited in their joint service backgrounds. Second, MAC has approximately a 40 percent turnover rate in TALO positions. These assignments are usually of a two year duration, therefore there is a continual training cycle of new personnel. MAC requires all TALOs to attend two schools ~~(see 1-2)~~ before reporting to their duty positions. While these schools provide the basics, they do not necessarily provide the guidance or knowledge needed for the TALO to begin operating effectively upon arrival at his new duty position. The handbook provides the TALO with a working knowledge of past and present problems, a common sense approach to solutions, and additional useful information.

1-2 Schools. All TALOs are required by MACR 55-55 to attend two primary schools before becoming fully qualified. These are 1) USAF Air Ground Operations School (AGOS) / Joint Firepower Control Course at Hurlburt AFB, Florida, and 2) Drop Zone Control Officer School at Pope AFB, North Carolina. Two additional schools may be added if TDY funding and time are available: 1) MAC Airlift Operations School at Scott AFB, Illinois, and the U.S. Army Air Transportability Planning Course at Ft. Eustis, Virginia. A TALO has enough knowledge to operate in the joint environment at a basic level after these schools. The handbook will act as a supplement to these schools and help the new TALO operate at a higher proficiency level immediately upon taking the job.

1-3 Recommended Changes. Recommendations for change to this handbook are to be submitted to HQ MAC/DOCSA by official USAF letter.

1-4 Review. The MAC senior TALO will establish the date and location for the review of this handbook and its use by the command.

1-5 Supply of Forms. MAC forms will be obtained through the Publication Distribution Office (PDO) channels. All other forms listed in this handbook may change according to each command.

Chapter Two

OPERATING PROCEDURES

2-1 Mission. A TALO is MAC's airlift representative to the Army. Specific functions of the TALO include, but are not limited to, the following:

A. TALOs will deploy with the assigned Army unit in combat operations and advise the unit commander on airlift resources in support of the unit's mission. The TALO must know as much as possible about how the Military Airlift Command will deploy his unit. The TALO must educate and help train his unit on the processes of scheduling, loading, and aerial resupplying to achieve the greatest possibility of success. Each TALO must be able to support the MAC mission under austere conditions and with a minimum of outside Air Force help.

B. TALOs will advise the Army commander, he commander's staff, and the senior Air Liaison Officer (ALO) on the capabilities and use of MAC airlift resources. A TALO is an Air Force officer who should be the deployment and aerial resupply expert and make airlift happen for his unit. He is the one person that an Army commander or his staff will seek out for MAC advice. Even if he is the lowest ranking officer on an Army commander's staff, the TALO must establish a vital communications system to relay airlift knowledge.

C. TALOs will assist the Army unit in developing, coordinating, and submitting airlift requests. The TALO will train and educate the Army staff on airlift request; however, experience shows that the TALO handles the submission of these airlift requests personally. The Army wants to make use of the TALO's expertise. If MAC receives an inaccurate request, the mission may fail, so the responsibility remains with the TALO.

D. The TALO will assist the Army unit and senior ALO in the development of plans and exercises requiring airlift support. The TALO helps the Army unit practice rapid deployments and aerial resupply exercises. It is necessary to practice the deployment, employment, and resupply of the TALO's Army forces. A TALO must help the Army use realistic aerial resupply procedures throughout their operational exercises and field training, and then incorporate them in their operation plans.

2-2 Garrison Operations. An Operating Location (OL) TALO may work in-garrison in a number of office locations. Each Army staff function will provide office space to the TALO.

A. The TALO is a member of the Tactical Air Control Party (TACP). He is under the operational control, less command, of the senior ALO. Under the Air Force's single manager concept of operation, the Air Force is doctrinally committed to provide the Army Combat Forces Commander with a single point of contact for his Air Force operational support needs. This responsibility is assigned to the senior ALO, and the TALO provides airlift expertise through him to the Army. In order to focus the TALO's efforts on airlift support, MAC retains command of the TALOs. The TALO is MAC's forward most deployed echelon in the chain of command along with the Combat Control Teams (CCTs). TALOs are under the command of the Commander Airlift Forces (COMALF) when assigned to a theater of operation or a Joint Task Force (JTF). Otherwise, command is exercised by the MAC Numbered Air Force (NAF) or Airlift Division (ALD) commanders.

(1) This means you work for the senior USAF officer in charge of the TACP at your location. This individual is usually a senior fighter rated officer who has served previously as an ALO. In-garrison, the senior ALO will attend all Army staff meetings as the head of the TACP.

(2) While deployed to a field training exercise (FTX) or in actual combat, you work for both the senior ALO and the COMALF, who is the senior MAC representative. As the TALO, you must function within the TACP as the airlift expert, and also report all MAC applicable information through the MAC chain of command to the COMALF.

(3) The senior ALO, as the senior Air Force officer in-garrison, may write a Letter of Evaluation to your reporting official within MAC. Your Officer Effectiveness Report is written by your MAC rater. For the stateside OL TALO this will be at the MAC NAF level; for the overseas OL TALO it will be at the MAC ALD level.

B. On a day-to-day basis, you may work at one of three locations in-garrison as an OL TALO. The first is the TACP office. Second, the G3 Air (The Army staff function that handles fixed wing aircraft for a Corps or Division.) may have you work at his office. The last location is with the G4 staff. (The G4 is the Army staff function which deals mainly with logistical support of a Corps or Division). There are various reasons for choosing the location of your office. You should locate your office in the sub-unit you deal with the most on a daily basis. Remember your desk has probably been located within your Army unit by the TALO you are replacing. Some senior ALOs want their officers collocated with them in-garrison as an Air Force unit. Be advised, it is not easy to move between Army staff functions, as they feel you belong to their staff, and do not want to give up presumed manpower. Locate your office in the area which allows

you the most mobility to perform your liaison duties.

C. The OL TALO plays a different role for each Army unit in-garrison, depending upon the unit's mission.

(1) The OL TALOs located within the U.S. and Hawaii are usually with deployable units. Your duties are usually performed in four general areas.

(a) Deployability. The Division Transportation Office (DTO) or Installation Transportation Office (ITO) are the in-garrison Army staff positions which obtain airlift for their respective units. These two Army staff functions handle the airlift requests to MAC, plus develop load plans to move sub-units from the forts to deployment sites. Your unit will have one or both offices. As the OL TALO you should become closely associated with these staff functions to make your MAC expertise available for the deployment load planning and airlift requests.

(b) Training. The G3 Air may have you plan airdrops and unit moves in conjuction with Joint Airborne/Air Transportability Training (JA/ATT). A JA/ATT conference is held to coordinate joint service mobility training requirements with available MAC aircrew training requirements against MAC aircraft availability. This conference is held monthly in the U.S. and quarterly outside the U.S. You may help plan a unit move or coordinate use of your Army unit's field training area by MAC or another Army unit. As the OL TALO, you advise the Army on the best use of airlift to deploy to training sites, FTXs, and actual combat. The TALO should use these airlift exercises to improve his Army unit's deployment capability.

(c) Exercises. G3 Operations is the Army staff function which coordinates all Army sub-unit maneuvers. You may be involved with this Army staff function as a planner for Army Emergency Deployability Readiness Exercises (EDREs) or MAC Operational Readiness Exercises/Inspections (OREs/ORIs). The OL TALO will coordinate the movement of MAC aircraft with the G3 Operations staff for deployment or any operational capability which must be interfaced with ground support or maneuver forces (such as airdrops). The TALO helps plan OREs/ORIs as the trusted agent of MAC to his Army unit. He is the Air Force's link between the MAC Inspector General's staff and the using ground forces. The ground forces are tasked through Army channels for the exercise/inspection.

(d) Affiliation. G3 Training is the Army staff function which coordinates post courses of instruction necessary for an Army unit's readiness capability. As the OL TALO you are responsible for the MAC Affiliation Program for your unit. You should schedule load planning and aircraft loading courses to be taught by the affiliated MAC airlift wing. WG/BDE TALOs, when assigned, should coordinate these courses at their wings with the OL TALO. Also, you should schedule the USAF Air Training Command's

Hazardous Cargo School with sufficient frequency to maintain the Army's capability to support its own deployments. Be able to explain the necessity of this training to your unit.

(2) Overseas, OL TALOs may work with units in place such as OL C 834th ALD. These overseas Army units must have a working knowledge of how to deploy and do airdrop resupply missions. These OL TALOs must study their unit's classified operation plans to know what may be required or requested of MAC.

(3) The Combined Field Army (CFA) TALO staff officer works with both Korean and U.S. Army personnel on a daily basis. He reviews operation plans and requirements of the combined forces. The CFA TALO will also work with the 2nd Infantry (INF) Division and the U.S. Eighth Army within Korea as an operationally deployable asset. The CFA TALO must be able to take the place of the 2nd INF DIV TALOs in case they are out of country or incorrectly positioned to serve their unit's requests.

2-3 Deployed Operations. Both OL TALOs and WG/BDE TALOs deploy as directed with designated Army units during exercises/contingencies/war.

A. Deployed TALOs, whether OL or WG/BDE types, are under the operational control of the senior ALO or the deployed TACP. A TALO may be tasked by the senior ALO and the COMALF to do various missions which could conflict. If conflicts should occur, the TALO must report them immediately to both the senior ALO and COMALF. In his dual role as Deputy Chief of Staff on the Air Component Commander's (ACC) staff, the COMALF will work out the differences with the ACC, who in turn provides guidance if necessary to the senior ALO. If a COMALF or senior ALO is not assigned to an exercise because of its size or type, the senior operational level TALO deployed will be the MAC point of contact.

(1) For example, during exercise BOLD EAGLE 81 the 101st Airborne (ABN) DIV (Air Assault) had all four assigned TALOs deployed from Ft. Campbell, Kentucky to Eglin AFB, Florida, where they were under the control of the senior ALO for the TACP and a MAC COMALF. The COMALF was not collocated with the TALOs but they worked for the COMALF through the deployed ALCC. The WG/BDE TALOs worked in the field location under the supervision of the DIV level TALO regardless of the DIV TALO's rank. The DIV TALO ran the operation from the DIV headquarter's location to fulfill the 101st ABN DIV (Air Assault) requirements.

(2) During an exercise it is possible that only one TALO could deploy with no COMALF, senior ALO, or TACP. It is the individual TALO's responsibility to represent the Air Force as the only Air Force officer deployed. You must then work within the Army staff functions for all needed

TALO requirements as food, housing, and transportation.

B. In most operations, the deployed TALO keeps MAC informed of airlift requests, airlift requirements, and any details necessary to deploy the unit home.

C. Before a TALO deploys he should be prepared to operate in austere conditions. A deployment checklist is provided in this handbook in Chapter 5/Figure 5-1 for your use.

2-4 General Operations.

A. TALOs perform many functions for MAC. One is the trusted agent for the MAC Inspector General (IG). OL TALOs may deploy as an evaluator or an airlift advisor to the IG staff. Clarify with the MAC IG at which point you are released from the trusted agent status or evaluator position. Pressures will be placed on you by MAC wing commanders that are expecting an IG inspection, so handle yourself with tact and professionalism.

B. All TALOs must have a U.S. Motor Vehicle Operator's License (Form 46). The TALO should be qualified in as many different vehicles as possible to do his job correctly. Make sure you are cleared for MRC 107/108 ¼ ton Jeeps with authorized pintle towed loads so you will be able to pull a M416 trailer. TALOs deploying to overseas locations for field exercises should check with the deploying Army unit or operating MAC NAF/ALD TALO office to verify driver's license requirements or special permits necessary to drive in overseas areas. (Example: TEAM SPIRIT exercises in the Republic of Korea)

C. MAC Airlift Control Center (ALCC) is the organization through which the COMALF plans, schedules, and directs the execution of the theater airlift mission. Upon receipt of a validated, prioritized airlift request, the ALCC will develop and execute an air tasking order (ATO) which applies available airlift resources against stated requirements. ALCCs can incorporate operations, logistics, aerial ports and any other support functions deemed necessary by the COMALF to accomplish his tasking. The ALCC will be the TALOs primary contact with the airlift system during FTXs, CPXs, and actual combat. The TALO will need to know before deploying from his OL whether or not an ALCC will be formed and the location. (See Deployment Checklist/Chapter 5/Figure 5-1)

D. TALOs should attend some form of load planners course. As a TALO you must understand the requirements for your unit to deploy, employ, and redeploy from an OL. The MAC Affiliated Load Planners Course is the shortest school to be validated as a load planner by MAC. The course is only five days long and is taught by your affiliated MAC wing. The U.S. Army Air Transportability Planning Course taught at Ft. Eustis will also accredit you as a load planner in accordance with current MAC regulations. This school is over three weeks in length, and

therefore will require TDY funding.

E. TALOs must train to be Forward Air Controllers (FACs). This training is initially available through the Air Ground Operations School/ Joint Firepower Control Course. The TALO should maintain proficiency by training with fighter ALOs' assigned to his OL. WG/BDE TALOs should try to train on deployments or FTXs. During URGENT FURY the TALO became the ground controller of fighter aircraft because two Tactical Air Command (TAC) officers were wounded in combat. As this incident points out, the TALO must be prepared to assume all the duties and responsibilities of the FAC.

F. Tactical Drop Zone Surveys.

(1) The TALO must know how to survey tactical drop zones as a primary part of his job during FTXs, CPXs, and actual combat. MACR 3-3 contains the procedures to carry out these surveys. The use of tactical airdrops, either Verbally Initiated Release System or Geographical Drops, enables MAC to fulfill airlift requests during major exercises or combat. A TALO should survey new tactical drop zones within his unit's area during any type of exercise so an adequate number are available. As a rule, most G4s will want a drop zone near the Division Support Area (DSA) or the Brigade Support Area (BSA). During a FTX or CPX the TALOs should survey (or ask the CCT to survey) tactical drop zones.

(2) An OL TALO should have tactical drop zones located near his Army unit's training area if possible. These drop zones can be used by MAC units for OREs/ORIs or actual combat training. The sites should be submitted to the controlling MAC NAF/ALD for approval.

(3) Overseas TALOs may be requested to survey drop zones for possible use during FTXs or OREs/ORIs in their area. These drop zones then may become a major planning factor for MAC staff personnel to incorporate in actual war plans.

2-5 Miscellaneous Operations.

A. TALO Visual Initiated Release System (VIRS) for airdrops.

(1) A TALO should understand VIRS airdrop procedures for both day and night. These procedures have been removed from the current MACR 3-3, but are still taught at both AGOS and Drop Zone Control Officer School to enable the TALO to direct airdrops in place of CCTs.

(a) During daylight operations, determine the point of impact (PI), pace from the PI into the wind the amount of computed canopy drift. Pace into the line of flight the amount of computed canopy drift. Pace into the line of flight the amount of forward throw, then offset 50 yards left of the line of flight. When the aircraft is directly overhead and follows your verbal execution order, the airdrop should land at the PI.

(b) The night procedure is the same as day; however, the following technique has been used successfully during

REFORGER 83 exercise. Place chemical lights or a flashlight 50 to 100 yards in the line of flight from which the aircraft will make its airdrop run-in. This is a reference for the TALO to lineup the aircraft as it flies towards the release point. This is not an approved airdrop procedure, but a technique to improve airdrop accuracy for TALO run VIRS airdrops.

(2) VIRS Drop Formula

D=KAV D= Drop

K= Constant using surface wind
multiply by 4.1 for personnel
multiply by 2.6 for bundles or equipment

A= Altitude in hundreds of feet

V= Surface wind in knots

B. A TALO is an Air Force representative to his Army unit. As such he must be prepared to answer every type question imaginable or find the answers to these questions on the Air Force. You may end your TALO tour of duty believing you are an Air Force recruiter.

C. The OL and WG/BDE TALO represents the Air Force and MAC to their assigned Army unit. It is important to remember the mission must have first priority. All TALOs must show imagination and initiative in the use of tactical and strategic applications of airpower for his Army unit to successfully use airlift.

D. Casualty and Missing in Action Notifications for USAF personnel are done by TALOs. This is one of the jobs that you incur for a region of the U.S. where Air Force families may live with no Air Force installation nearby. Your TACP should have written procedures already established for the job. If not, contact the Air Force Mortuary Affairs Office at the AF Military Personnel Center (Autovon 487-6455/6457) for details.

2-6 Wing/Brigade (WG/BDE) TALOs.

A. These TALOs are assigned to Army units to fill the MAC requirements for a TALO at the Brigade (BDE) level. They are fully qualified in accordance with MACR 55-55. The WG/BDE TALO deploys at the request of the Army unit to cover the airlift mission. He does this at least quarterly. The WG/BDE TALO must arrive at the unit early enough to understand the requirements and job ahead of him.

B. The position of WG/BDE TALO is the primary job of the individual located at the MAC wing, but he usually does additional duty as a member of the Airlift Control Element (ALCE) while at home station. He must always be prepared to

assume his TALO position. Frequent communications with his OL TALO is vital, because he is also TDY as an ALCE member.

C. A WG/BDE TALO position works as an member of the TACP in the Army garrison or deployed. He usually operates under the direct supervision of the OL TALO for his assigned unit. The WG/BDE TALO may be deployed directly to the Division staff location as the opposite/night shift TALO on a 24 hour schedule, or to a BDE TALO position by himself. The WG/BDE TALO should be properly briefed before he leaves his wing by either the using OL TALO or the MAC NAF/ALD TALO. The WG/BDE TALO must know many important items before deploying from home station, such as the unit or person he is to report to and the length of deployment. He must know the type of support he will receive from the OL TALO or TACP. Special requirements or equipment must be addressed before deploying. The deployment checklist located in this handbook may cover some of these unique requirements.

D. WG/BDE TALOs are valuable assets of MAC. The individual's OER is written through his MAC wing; however, Letters of Evaluation (LOEs) from senior ALOs, Army LOEs, and awards may be written by his assigned Army unit. Any additional information needed about LOEs or awards should be obtained from his NAF/ALD TALO.

2-7 Lessons Learned. This section will relate experiences which taught valuable lessons to past TALOs. The purpose of this section of the handbook is to make the new TALO aware of all the facets of his job.

A. Make sure the outgoing TALO adequately briefs the new OL TALO. If the assignments do not overlap, call or contact the appropriate NAF TALO to find out what is expected. The outgoing OL TALO should have a continuity folder located at his OL if there is no overlap. The majority of the problems encountered at OLs can be directly linked to the fact that they are one man sites, so the TALO must work hard to overcome the manpower shortage.

B. The OL TALO must be ready to begin his job and deploy as soon as he arrives. This is illustrated by the following examples: In 1981, the OL D 1701 MOBSS TALO was asked to deploy from Ft. Campbell, Kentucky to Puerto Rico on his first duty day. Within the first hour after arrival at Camp Red Cloud, Korea, one of the OL C 834th ALD TALOs deployed by helicopter to a runway site near the Korean DMZ.

C. The OL TALO must know what kind of radio equipment and general support he will receive from his TACP for a rapid deployment. He must personally confirm has available assets at the OL with the senior ALO. One TALO deployed to an operating location expecting two MRC 107/108s, but was told

after deploying that only one MRC 107/108 would be provided by the TACP. The use of this MRC 107/108 was further restricted by shared use with the Air Reconnaissance Liaison Officer (ARLO). In another case, a TALO deployed to a FTX area and the senior ALO pulled his MRC 107/108 to operate the fighter air request net. This caused the airdrops to be run with portable radios from a rental car. The vehicle had to be obtained by the TALO at his own expense in order to operate the airdrop missions. Confirming the radio assets in writing with the senior ALO could be helpful in avoiding these type situations.

D. The OL TALO must coordinate all support activities for his WG/BDE TALOs before deployment. Make sure your WG/BDE TALOs are aware of the conditions that will exist at the deployment site. Also, insure billeting and rations are available for all personnel assigned to you.

E. As the OL TALO, be familiar with the entire airlift scenario before departing your home station if at all possible. Arriving at your new operating location without the proper equipment, manpower, or support will cause many hardships.

F. The OL TALO must know what is expected of him from his MAC chain of command, his senior ALO, and the using Army unit. TALOs have been asked to fill many positions which are not normally considered to be those of a TALO. As an example, during one exercise the OL TALO found that the Army considered him their acting G3 Air and DTO. The TALO had been told before deploying that an NCO from the G3 Air and the DTO would be acting in their behalf. After arriving, both NCOs informed the TALO they were instructed to report to him as their acting officer-in-charge. The senior Army officer had been briefed them same. A TALO must avoid this type of situation. During another exercise, a TALO for a U.S. Army Division was redirected by the senior ALO to assume a position with a ROK Army Corps. While in this position, he answered mostly ALO questions but still was required to operate the MAC airlift request system.

G. One of the biggest problems any TALO will have is communications from the Army FTX area to the Air Force ALCC. Past TALOs have tried many methods to communicate effectively with ALCCs. During one FTX, a TALO called HF to MacDill Airways HF Station in Florida which normally handles aircraft position reports. The TALO had the HF station phone patch him through autovon telephone lines to the ALCC. The Army's telephone switch board from one FTX area to another is usually overloaded with traffic and does not work effectively in wet weather. It has been almost impossible for a TALO to get the AF switch board from a BDE or DIV field location. One sure way to deliver airlift requests is to hand carry by vehicle. During TEAM SPIRIT 84, a TALO drove 100 miles one way to accomplish this. While this is extreme, it is vital to

maintain a communications link with the ALCC.

H. Sources of TDY funding are determined by the type of orders or position number you are deploying under from your OL or home station. The senior ALO and the MAC NAF/ALD TALO will help you determine whose funds you are to file against. Some OL TALOs have blanket TDY orders for their tour of duty. These orders are issued by their headquarters with multiple fund codes to use for deployments. Some TALO TDYs will be covered with Army funds.

Chapter Three

AIRLIFT REQUEST PROCEDURES

3-1 Airlift Requests. Airlift requests must be developed and processed by each Army unit, and MAC holds the TALO responsible to see that these are properly handled. Airlift requests are formatted in several different ways throughout each command and differ even within each deployment region. A TALO must know how to complete these various airlift request formats. The four primary examples are included in this handbook. The instructions or the manual references necessary to fill out the different airlift request formats are listed. A TALO is only trained at Air Ground Operations School (AGOS) on the DD Form 1974, Joint Tactical Airlift Request, so these other examples should be of some help. Each is listed with the name of the airlift request format by region, necessary command form or message format, and instructions on how to complete it correctly in accordance with that command's directives.

A. Joint Tactical Airlift Request (DD Form 1974, 1 Apr 75)

Area of use: Within DOD or Worldwide (Figure 3-1)

B. STANAG 2156, Transportation Request and Reply to Transportation Request (QMFL 7-84 (OT) 14 Nov 83)

Area of use: NATO (Figure 3-2)

C. CENTCOM Movement Request Form (CC Form 19, 1 Jan 83)

Area of use: CENTCOM (Figure 3-3)

D. Combined Airlift Office Request (JK 483 EK, 1 May 81) or a message format (DD Form 173/2 (OCR), 1 Mar 79)

Area of use: Republic of Korea (Figures 3-4 and 3-5)

3-2 Air Tasking Order (ATO). The Airlift Control Center (ALCC) will publish an ATO after it has received all airlift requests, whether preplanned or immediate. This ATO will include all airlift sorties for the next operating day. The ATO is published

as a written schedule and made available to the airlift wing for crew scheduling and mission planning. It is also coordinated with the Tactical Air Control Center (TACC) to deconflict air traffic and align fighter cover if necessary. The TALO is a primary player, and as a requestor of airlift for his Army unit must maintain contact with the ALCC regarding the ATO and his missions. The ATO will rarely be received at the Army Division level via autodin in time for the necessary Army level coordination. A TALO in a deployed field location will probably receive the ATO two to three days after the scheduled delivery date if he waits for it to come over the autodin. Many methods are currently being tried by MAC DOCSA and ALCCs to find a way for TALOs to receive this vital airlift information sooner via message traffic. Four methods are as follows: 1) Confirm your requested airlift sorties by high frequency (HF) secure radio message via your MRC 107/108. 2) Confirm by land line or via secure HF with a Combat Control Team (CCT) in your operating area. The CCT will have other communication equipment which ties directly into the ALCC. 3) Obtain the use of your senior ALO's Air Request Net to the TACC which can relay th ATO information from the ALCC. The TACC and the ALCC are usually collocated. 4) Drive to the ALCC location to secure the ATO for your unit. The TALO is his Army unit's primary contact with the ALCC and should try all methods available to secure the ATO in order for the airlift request system to succeed.

3-3 Joint Interoperability for Tactical Command and Control System (JINTACCS). These procedures will begin in October 1986. The message will be used as an intra-service Air Tasking Order (ATO) and message format to support the preplanned an immediate requests. All TALOs should be aware of JINTACCS. HQ MAC and other commands are planning many uses for this system. All airlift requests of the future will be written in a JINTACCS message format. This will help standardize all airlift requests throughout the armed services. Address all future questions to MAC/DOCSA.

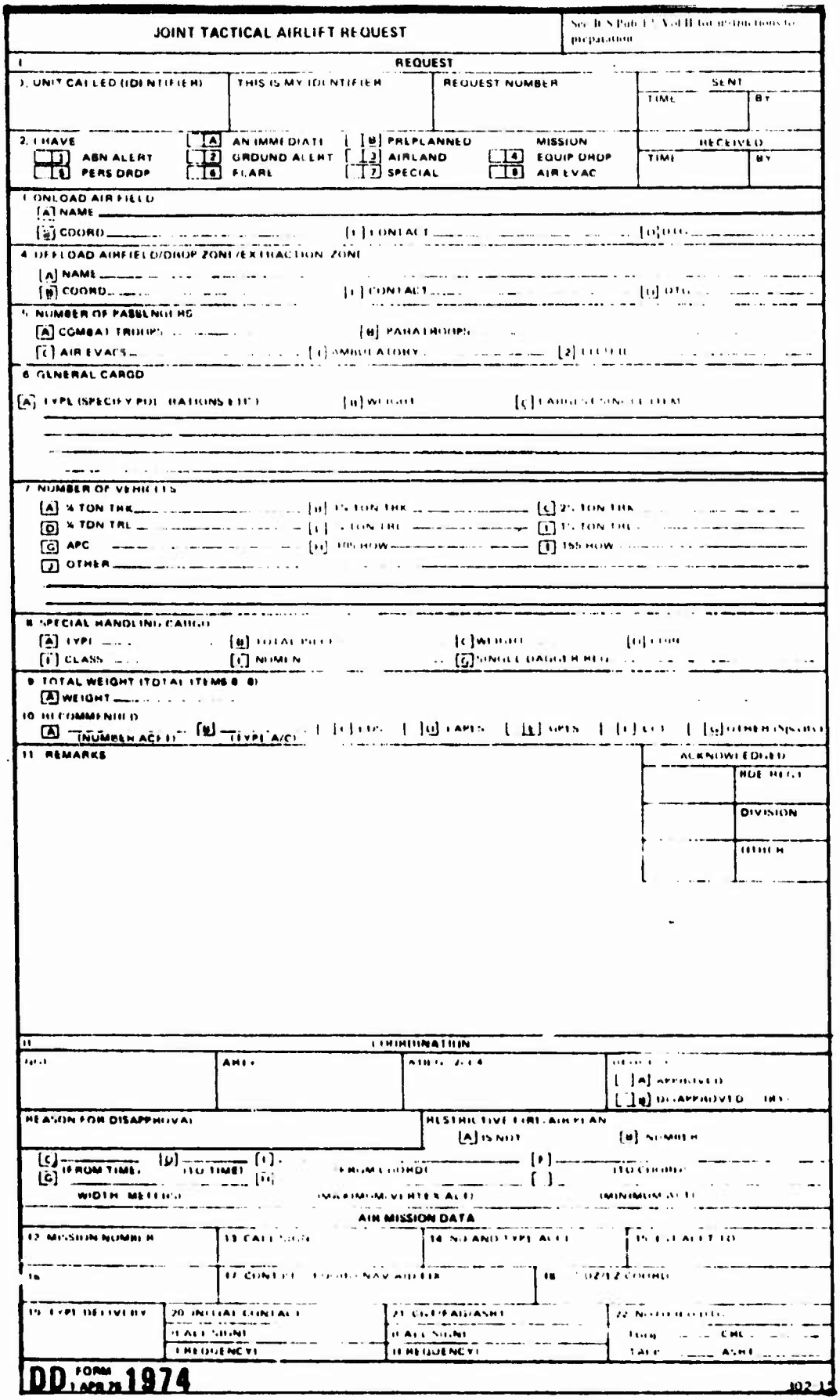
3-4 Airlift Request Numbering System. All airlift requests have a block for an airlift request number. Each command and region of the world has written procedures to arrive at this number. Each TALO is responsible for following the status of his units' requests as they go through the validation procedure. The TALO should put an easily understood identification number on the requests to enable him to track them. The following technique is suggested:

Use a sequence of three numbers separated by dashes. The first will be the requesting units' number, the second the Julian date, and the third will be the number of the request made that day.

Example: 101-189-01
Unit: 101st ABN DIV (Air Assault)
Julian Date: 189

First request made that day: 01

A later request on the same day would be 101-189-02, etc, with the following day beginning with 101-190-01.



JOINT TACTICAL AIRLIFT REQUEST

See JCS Pub 1, Vol II for instructions for preparation

I REQUEST

1. UNIT CALLED (IDENTIFIER) | THIS IS MY IDENTIFIER | REQUEST NUMBER | SENT: TIME / BY

2. I HAVE
[A] AN IMMEDIATE [B] PREPLANNED MISSION
[1] ABN ALERT [2] GROUND ALERT [3] AIRLAND [4] EQUIP DROP
[5] PERS DROP [6] FLARE [7] SPECIAL [8] AIR EVAC

RECEIVED: TIME / BY

3. UNLOAD AIRFIELD
[A] NAME
[B] COORD [C] CONTACT [D] OTG

4. OFFLOAD AIRFIELD/DROP ZONE/EXTRACTION ZONE
[A] NAME
[B] COORD [C] CONTACT [D] OTG

5. NUMBER OF PASSENGERS
[A] COMBAT TROOPS [B] PARATROOPS
[C] AIR EVACS [D] AMBULATORY [E] LITTER

6. GENERAL CARGO
[A] TYPE (SPECIFY POL RATIONS ETC) [B] WEIGHT [C] CARGO CONCEALED?

7. NUMBER OF VEHICLES
[A] ¼ TON TRK [B] ½ TON TRK [C] 2½ TON TRK
[D] ¼ TON TRL [E] ½ TON TRL [F] 1½ TON DUC
[G] APC [H] 105 HOW [I] 155 HOW
[J] OTHER

8. SPECIAL HANDLING CARGO
[A] TYPE [B] TOTAL PIECE [C] WEIGHT [D] CUBE
[E] CLASS [F] NOMEN [G] SINGLE DAGGER REQ

9. TOTAL WEIGHT (TOTAL ITEMS 6 8)
[A] WEIGHT

10. RECOMMENDED
[A] (NUMBER ACFT) [B] (TYPE A/C) [C] C130 [D] C141 [E] C5A [F] C5 [G] OTHER (Specify)

11. REMARKS

ACKNOWLEDGED
RDE REQ
DIVISION
OTHER

II ELIMINATION

AREA | AREA | AIRFIELD
[A] APPROVED
[B] DISAPPROVED (Reason)

REASON FOR DISAPPROVAL

RESTRICTIVE FIR/AIRSPACE
[A] IS NOT [B] IS/MAY BE

[C] (FROM TIME) [D] (TO TIME) [E] FROM COORD [F] TO COORD
[G] WIDTH (METERS) [H] (MAXIMUM VERTICAL ALT) (MINIMUM ALT)

AIR MISSION DATA

12. MISSION NUMBER | 13. CALL SIGN | 14. NO AND TYPE A/C | 15. CLEARED TO
16. | 17. CONTACT (RADIO/NAVAID/FIX) | 18. (DZ/EZ COORD)
19. TYPE DELIVERY | 20. INITIAL CONTACT (ALT/SIGNAL, FREQUENCY) | 21. CHECKPOINT (ALT/SIGNAL, FREQUENCY) | 22. NOTIFICATIONS (TOT, CRC, TACC, ACFT)

DD FORM 1 APR 74 1974

(Figure 3-1)

INSTRUCTIONS FOR USE OF DD FORM 1974

Block 1. Complete entries in accordance with standard Army terms and procedures.

Block 2. Check either A or B to indicate whether request is immediate or preplanned. Also check appropriate Items 1 through 8 to identify the type of mission requested. If Item 7 is checked, and explanation is required in the REMARKS section (Block 11).

Block 3. Enter name, location (military grid reference coordinates), and person/organization to be contacted at on load airfield. Also enter the date-time group (Zulu) when cargo or troops will be available for loading.

Block 4. Enter the name of the airfield, drop zone, or extraction zone, and the appropriate military grid reference coordinates. Enter the name and telephone number of the person to be contacted or the call sign and frequency of the agency (ALCE, CCT, etc.) to be contacted for delivery of the load at the destination.

Block 5. List the number of combat troops (fully equipped soldiers at 240 lbs standard weight), paratroopers with one kit bag each (standard weight 260 lbs), number of ambulatory (nonlitter) patients, and number of litter patients (standard weight 250 lbs).

Block 6. List cargo by type and weight. List dimensions for for all oversize/outsize cargo.

Block 7. List the number of vehicles in the appropriate spaces. When required, vehicles may be listed by "M" series designation in Block J.

Block 8. List dangerous material, chemical, classified materials, human remains, frozen foods, etc., which require special handling or preparation (reference AFM 71-4/TM 38-250/NAVAIR 15-03-500/MCO P4030.19/ DSAM 4145.3).

Block 9. Enter the total weight of items listed in Block 6 and 8.

Block 10 Enter the requester's recommendation for the number and type of aircraft and mode of delivery.

CONTINUED

Block 11 Enter any remarks the requester deems necessary to clarify the request. Preplanned requests requiring other than routine handling, such as specified items requests, should contain remarks to this effect.

Section II and III Blocks 12 - 22. Complete entries in accordance with standard Air Force terms and procedures.

STANAG 2156

STANAG 2156 is the transportation request form for all types of transportation within the North Atlantic Treaty Organization (NATO). The STANAG 2156 is too many pages long to place in the handbook. The procedure for filling out the STANAG 2156 is located in FM 55-10, appendix C.

(Figure 3-2)

CENTCOM MOVEMENT REQUEST FORM

(1) REQUEST

(A) NUMBER	(B) PRIORITY	(C) INITIAL REQUESTOR (NAME, PHONE, UNIT)	(D) REQUESTING SVC (NAME, PHONE)

RECEIVED BY

NAME, ORG, PHONE	(B) DATE/TIME RECEIVED

(3) TYPE

(A) ( ) START AIRLIFT (B) ( ) INTRATHEATER AIRLIFT (C) ( )SURFACE LOCAL HAUL (D) ( ) FORWARD HAUL (E) ( ) STRAT SEALIFT
(F) ( ) INTRATHEATER SEALIFT (G) ( ) SURFACE LINE HAUL (H) ( ) BACK HAUL (I) ( ) AIRLAND (J) ( ) AIROROP
(K) ( ) CDS (L) ( ) LAPES (M) ( ) CPES (N) ( ) CC (O) ( )

(4) ROUTING (COORDINATES IF REQUIRED)

LOCATIONS	POINTS OF CONTACT	DTG	MODES
(A) ORIGIN	(E) CONTACT	(I) AVAIL TO LOAD	(M) TO POE
(B) POE (ONLOAD)		(J) TO BE AT POE	(N) TO POD
(C) POD (OFFLOAD)	(G) CONTACT	(K) TO BE AT POD	(O) TO DEST
(D) DESTINATION	(H) CONTACT	(L) TO BE AT DEST	(P) REMARKS

(5) REQUIREMENT

(A) POL/PATS/PAX/VEHS/RESUPPLY	(B) WEIGHT/GALS/QTY	(C) REMARKS (INCLUDE SPECIAL HANDLING)

(6) REMARKS/DTG, NAME)

)

(7) COORDINATION

(A) ORGN/OFFICE	(B) DTG REQ	(C) DTG REC'D	(D) NAME/SIGN	(E) REMARKS

(8) VALIDATION (NAME, ORGN, PHONE, REASON, DTG) (APPROVED/DISAPPROVED)

(9) NOTIFICATIONS

(A) ORGN	(B) DTG		(D) BY

(10) MOVEMENT DATA

(A) NUMBER	(B) CALL SIGN	(C) NO/TYPE TRAINS	(D) EST/ACTUAL DEPARTURE	(E) EST/ACTUAL ARRIVAL

(Figure 2-3)

INSTRUCTIONS FOR USE OF CENTCOM FORM 19

Note: All times Zulu

Block I: a. Number - Request number will be in nine positions. Alpha-number (e.g. 4A0401001)

1st Position - Transportation Mode:
- 2 = Land
- 3 = Sea
- 4 = Air

2nd Position - Service:
- A = Army
- F = Air Force
- M = Marine Corps
- N = Navy
- J = JUWTF
- C = HQCENTCOM

3rd and 4th Positions - Month (e.g. 11 November)

5th and 6th Positions - Day

7th thru 9th Positions - Sequence number for that day starting with 001. New sequence begins each day.

b. Priority - See JMC Revised Movement Priority Listing

c. Self-explanatory

d. Self-explanatory

Block II: a. Self-explanatory

b. Self-explanatory

Block III: a. thru o. This form is an all-mode movement request, therefore, one or more blocks may be checked.

Block IV: Self-exlanatory

Block V: a. Self-explanatory

b. Weight in short tons (S/T)

c. Include dimensions of all vehicles and bulk non-palletized cargo.

Block VI: Self-explanatory

Block VII: Self-explanatory

Block VIII: When required (e.g. Emergency requests)

Block IX: For use of ALCC.

Block X: Notification of request approval, etc.

CALO AIRLIFT REQUEST
(CALO-SOP)
연 합 공 수 신 청 서

1. REQUESTING UNIT/PROJECT NAME: 신청부대/구호명	2. OVERALL SECURITY CLASSIFICATION: 보안등급
3. DESIRED MODE: 요망수송수단	4. PRIORITY/PRECEDENCE: 우선순위/우선권

5. ROUTE 노선

a. ONLOAD: 적재장소	b. ENROUTE: 경유지	c. OFFLOAD: 하차장소

6. DATE AND TIME 일시

a. AVAILABLE FOR PICKUP 적재준비완료		b. DESIRED PICKUP 적재요망		c. RDD 도착요망일	
DATE: 일자	TIME: 시간	DATE: 일자	TIME: 시간	DATE: 일자	TIME: 시간

7. PASSENGERS 인원

a. TOTAL: 계	b. FOREIGN NATIONALS: 외국인	d. BAGGAGE WEIGHT: 수하물 중량
	c. US Personnel: 미국	

8. CARGO 화물

a. TOTAL WEIGHT: 총중량	b. TOTAL CUBE: 총용적	c. COMMODITY DESCRIPTION: 품명	d. WEIGHT/CUBE OF LARGEST SINGLE PIECE 최대 단일화물 중량/용적		e. DIMENSION OF THE LARGEST SINGLE PIECE: 최대 단일화물 규격
			lbs 파운드	cube 입방	

f. N.E.W./QUANTITY DISTANCE: 순중량환산/물량안전거리	g. MATERIAL HANDLING EQUIPMENT REQUIRED: 필수 취급 장비 소요

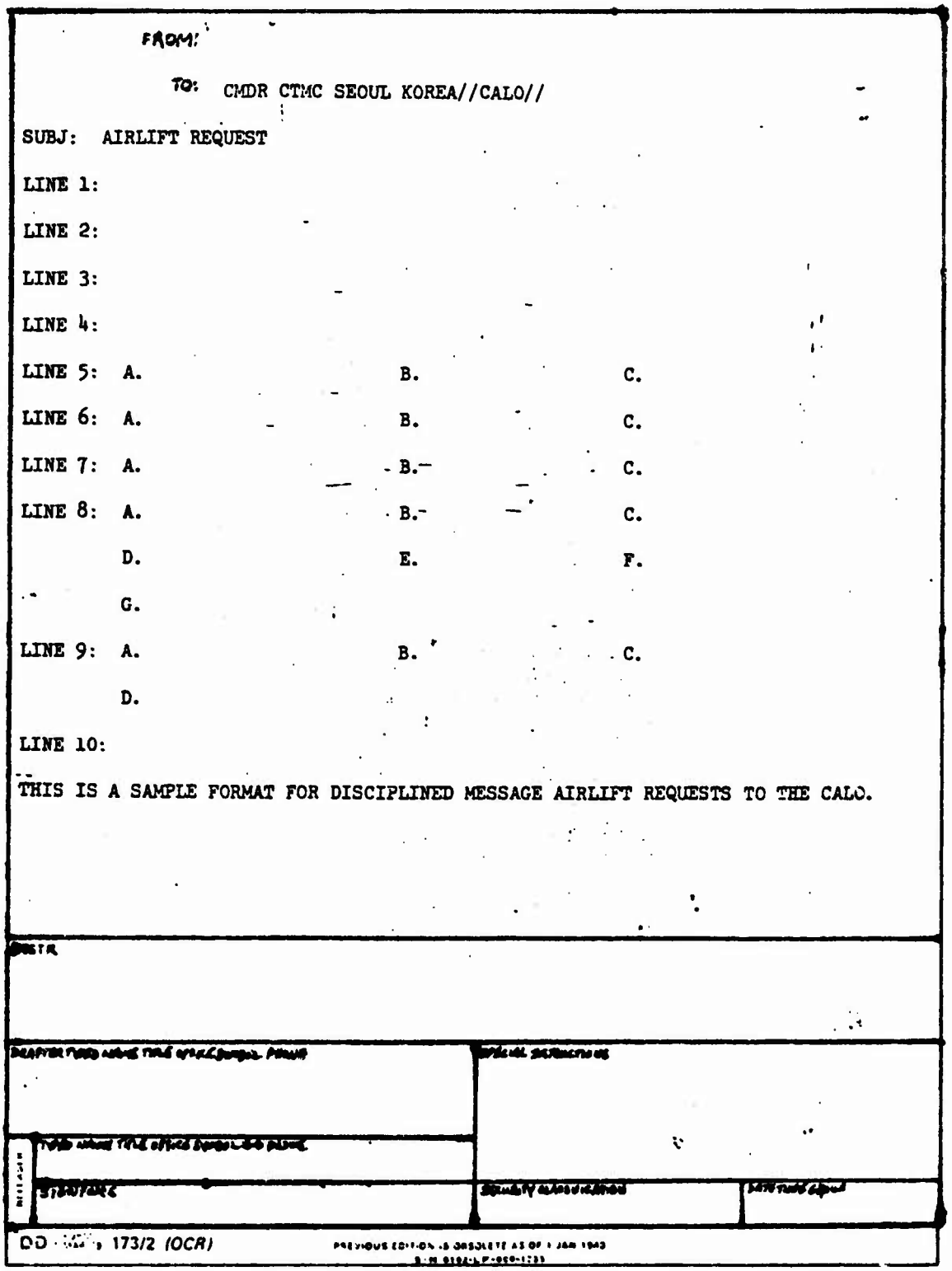
9. CONTACTS 연락처

a. REQUESTING 신청부대	b. ONLOAD: 적재장소
c. ENROUTE: 경유지	d. OFFLOAD: 하차장소

10. REMARKS: 비고

11. CALO USE ONLY

RECEIVED FROM:	RECEIVED BY:	RECEIVED AT (DATE/TIME):
PASSED TO:	PASSED BY:	AT (DATE/TIME)
RECEIVED MSN DATA AT (DATE/TIME)	FROM	ONLOAD TYPE:
QUESTOR INFORMED OF MSN DATA AT (DATE/TIME)	BY:	STATUS: AC MISSION NUMBER:
TYPE ACFT	DEST OF ACFT	ACFT TAIL NUMBER



FROM:

TO: CMDR CTMC SEOUL KOREA//CALO//

SUBJ: AIRLIFT REQUEST

LINE 1:

LINE 2:

LINE 3:

LINE 4:

LINE 5: A. B. C.

LINE 6: A. B. C.

LINE 7: A. B. C.

LINE 8: A. B. C.

D. E. F.

G.

LINE 9: A. B. C.

D.

LINE 10:

THIS IS A SAMPLE FORMAT FOR DISCIPLINED MESSAGE AIRLIFT REQUESTS TO THE CALO.

DD 173/2 (OCR)

(Figure 3-5)

INSTRUCTIONS FOR USE OF JK 483 EK

INSTRUCTIONS FOR USE OF DD FORM 173/2 (OCR)

1. (U-R) Requesting Unit. Self-explanatory

2. (U-R) Security Classification. Self-explanatory

3. (U-R) Desired Mode. Leave blank unless a specific mode is requested based upon factors which make it preferable to use a specific mode.

4. (U-R) Priority. List transportation priority. If air is requested, list tactical air priority. If no entry is made, a routine will be assumed.

5. (U-R) Route.
   a. (U-R) On Load: Origin or pick-up point. Give coordinates, airfield name, or building number.

   b. (U-R) Enroute: If specific route is requested, explain in "Remarks".

   c. (U-R) Off Load: Destination or delivery point. Give coordinates, airfield name or building number, and drop zone.

6. (U-R) Date/Time:
   a. (U-R) Available for Pick-up: Date and time shipment will be available for pick up.

   b. (U-R) Desired Pick-up: Desired date and time of pick-up.

   c. (U-R) Required Delivery Date: Date and time shipment is required for delivery. If airdrop is requested, state TOT. (Time on Target)

7. (U-R) Passengers/Troops.
   a. (U-R) Total Number: Total number of passengers/troops to to be moved.

   b. (U-R) Baggage Weight: Total weight of personal baggage to be moved.

8. (U-R) Cargo.
   a. (U-R) Total Weight: Total weight of cargo to be moved.

   b. (U-R) Total Cube: Total cubic measurement in cubic feet of cargo to be moved.

CONTINUED

c. (U R) Description and any other pertinent data/identify dangerous and hazardous cargo. Give complete description of cargo to be moved and any other pertinent data; i.e., oversize, outsize, and large/heavy. Hazardous and dangerous cargo must be identified.

d. (U R) Dimensions of the largest single piece: length, width, and height (in inches). Furnish dimensions in inches of largest single piece to be shipped.

e. (U R) Net Explosive Weight (NEW). Furnish NEW of munitions to be moved.

f. (U R) Material Handling Equipment requirement: Indicate if material handling equipment is required. If required indicate type required and if requirement is at on load, off load, or both points (in remarks section).

9. (U R) Points of Contact. (Name and telephone number)

a. (U R) Requesting Unit: Name and telephone of the individual responsible for submitting the request.

b. (U R) On Load: Name and telephone number of individual or unit to be contacted at on load site. For rotary wing requests, provide radio call sign and radio frequency.

c. (U R) Enroute: If specific route is requested, furnish point of contact information if necessary and if known. For rotary wing requests, provide radio call sign and radio frequency.

d. (U R) Off Load: Name and telephone number of individual or unit to be contacted at off load site. For rotary wing requests, provide radio call sign and radio frequency.

10. (U R) Remarks.

a. (U R) Use Remarks to justify desired mode in Item 3, type of material handling equipment required in Item 8f, and any and all information which will assist in handling your requests.

b. (U R) Transportation/airlift requests may be submitted telephonically, by message, or by mail.

CONTINUED

(1) (U-R) Telephone numbers will be published in the Combined Transportation Movement Center (CTMC) activation message.

(2) (U-R) Electronic message address is CDR, CTMC Seoul Korea//CALO// (Commander = CDR)

(3) (U-R) Requests submitted by mail will be forwarded through normal transportation management office (TMO) channels.

AIRLIFT PRIORITIES FOR THE REPUBLIC OF KOREA

1A Tactical Emergency. Tactical movement into combat.

1B Emergency Resupply. Movement of troops and cargo which is essential to the accomplishment of the operational mission of forces engaged in combat.

1C Combat Essential. Movement of troops and cargo which is destined for forces not engaged in combat, but which are positioned in a state of readiness for immediate combat.

2 Priority. Movement of troops and cargo with a required delivery date (RDD) less than 24 hours, but not destined for immediate combat.

3 Routine. Movement of troops and cargo with a required delivery date (RDD) of more than 24 hours (processed through Transportation Management Office channels).

Chapter Four

REGULATIONS, FORMS, AND THE BRIEFCASE

4-1 Purpose. The TALO must be ready at all times to deploy. This chapter contains a listing of the forms, publications, and material that would be vital to the mission in an austere location and should be readily available.

4-2 Regulations and Forms.

A. A TALO should maintain a publications library at his Operating Location (OL). This library should be compiled from MACR 55-55 reference list and appropriate Army Field Manuals (FMs). A publication account should be maintained through each TALO's TACP.

B. A TALO must maintain enough forms to successfully deploy and operate 30 days in an austere operating location. These forms will be necessary to run an airlift request system anywhere in the world. A TALO should order these forms through his TACP. These forms should include all those listed in Chapter Three.

C. All authentication material must be ordered and maintained in the TACP. Some TACPs do not order the required MAC authentication material, so the TALO must be sure the proper materials necessary to operate within deployment regions are on hand. After being deployed to field locations you can receive some anthenication material from ALCCs.

4-3 The Briefcase. A TALO should maintain one deployment briefcase fully loaded with the necessary items to deploy with an Army unit to any operating location. The following are the minimum necessary:

A. MACR 55-55
B. MACR 3-3
C. MAC Forms 339, 340, and 342
D. MACP 50-13
E. AF Form 1924 Event Log
F. AF Form 310s
G. AFR 71-4
H. AFM 64-5
I. DD Form 2133
J. DD Form 1974

K. DD Form 1387-2 Blanks
L. CENTCOM Form 19
M. CALO Form JK 483 EK
N. Load Planning Forms for C-5, C-141B, and C-130
O. Templates for Load Planning
P. Templates for Grid Maps
Q. Ruler
R. Scissors
S. Flashlight with Extra Batteries
T. Hand Calculator
U. Colored Pens and Pencils
V. Tape
W. Blank Paper
X. Maps of the World or World Atlas
Y. Blank Flight Crew Checklist
Z. National/International Flight Data/Procedures Frequency List

Chapter Five

CHECKLISTS

5-1 Purpose. The checklists in this chapter were developed to help the TALO with his deployment, equipment needs, and communications.

5-2 Checklists.

A. The TALO Deployment Checklist is to be used to deploy from an Operating Location (OL) to an austere field location in support of an Army unit. The TALO Deployment Checklist is necessary to make sure a TALO departs his OL properly prepared by asking questions that may be forgotten or lost in this rapid transition period. A TALO must coordinate many support functiions for his Army unit, WG/BDE TALOs, and other members of his TACP. The 'N' letter located in the checklist stands for the notification hour against which any Army unit will begin to deploy from their home station. Most 'N' hour checklists used by Army units run from 'N' to 'N' + 18 hours for the first aircraft to depart home station. Security classifications may cause additional problems during a deployment. The TALO must coordinate with his senior ALO and MAC to insure that proper security measures are met. This is a general checklist, and should be expanded or modified by the individual TALO to adapt to his particular Army units' 'N' hour deployment checklist. (Figure 5-1)

B. The Personal Clothing and Equipment Checklist is used to assemble all equipment necessary to deploy to any austere field location. Per MACR 55-55, the host TACP will provide mobility gear/field equipment of OL TALOs in accordance with AFR 55-33. WG/BDE TALOs will receive their equipment from their operation wing. Each TALO receives different mobility gear/field equipment which can cause TALO equipment problems on deployments. The Personal Clothing and Equipment Checklist contains the minimum for each TALO to have for deployment to any region of the world. A TALO may or may not deploy with his assigned Army unit based on the needs and requests of the Army to the Military Airlift Command. (Figure 5-2)

C. The TALO Address List is a updated checklist by organization, office symbol, location mailing address, and current antovon telephone number for each OL TALO. Also included are telephone numbers for the three primary operations centers the TALOs

will communicate with for any Army deployment, employment, or redeployment. If more than one TALO is at an OL, phone numbers have been included by individual Army unit. (Figure 5-3)

TALO DEPLOYMENT CHECKLIST

1. Mandatory meetings and personnel to attend.

   a. N+2 DIV/BDE TALO, AF CAT representatives

   b. N+3 DIV TALO

   c. N+6:30 DIV TALO/ALO (BDE OPORD Briefing)

   d. Receive concept of operation briefing from Wing CAT, NAF CAT, or HQ MAC CAT.

2. Establish airlift request net

   a. Determine if a TALO is assigned to the ALCC.

   b. Determine location and points of contact for:

      (1) Wing CAT

      (2) NAF CAT

      (3) HQ MAC CAT

      (4) ALCC

      (5) Supported CINC

      (6) JTF MAC Liaison Officer

   c. Obtain: (Note frequencies to include UHF/VHF/HF/FM/TACSAT)

      (1) ALCC frequencies/call signs

      (2) ALCE frequencies/call signs

      (3) CCT frequencies/call signs

      (4) ABCCC frequencies call signs

      (5) AWACS frequencies/call signs

      (6) AC 130 frequencies/call signs (if used)

   d. Determine requirements for authenticators and obtain.

   e. Determine procedures to request airlift from the JTF and via the airlift request net.

(Figure 5-1)

CONTINUED

f. Determine the types of forms required for the operation.

3. Establish/confirm TACP support.

a. Coordinate with ALOs on numbers of MRC 107/108s and ROMADS required.

b. Coordinate with ALOs on number of portable UHF/VHF/HF radios required and who will carry them.

c. Coordinate on numbers of weapons required.

d. Other items:

(1) Chemical suits/masks

(2) Weapons cards

(3) Ammunition cards

(4) Meal cards

(5) Jump cards and manifests

4. Determine placement of DIV/BDE TALOs

a. Determine if TALO augmentation is required. If so, pass requirements to MAC NAFs.

5. Prior to departure, determine requirements over and above those listed to include air/land/airdrop requirements. Consider ISB operations. Brainstorm the operation between ALOs and TALOs

a. Consider Airlift Request Net Airdrops

b. Consider Air Request Net CAS

6. Upon arrival in country exercise area:

a. Establish contact with CCI ALCE ALCC.

b. Establish contact with TALOs, insure Airlift Request Net is established.

c. Insure ALCE AACG are in contact with each other if close by. (Figure 5-1)

CONTINUED

d. Obtain frequencies/call signs for Fire Direction Net.

e. Obtain frequencies for Air Request Net to include call signs, type authenticators, key agencies/rules engagement.

(Figure 5-1)

PERSONAL CLOTHING AND EQUIPMENT CHECKLIST

	ITEM	QUANTITY
1.	Bag, Flyers A-3	2
2.	Vest, Frag type	1
3.	Parka, Cold Weather	1
4.	Parka, Wet Weather or Poncho	1
5.	Overalls, Wet Weather	1
6.	Mukluks (Insulated Boots)	1
7.	Flashlight	1
8.	Helmet, with liner	1
9.	Belt, Pistol type	1
10.	Canteen, with Cup and Cover	1
11.	Mess Kit, with knife, fork, and spoon	1
12.	CBR Mask Protective Field type with Hood	1
13.	Filter Element	1
14.	Waterproof Bag	1
15.	Rubber Overshoes, Chemical type	1
16.	Cotton and Rubber Gloves	1
17.	M-13 Decontamination Kit	1
18.	Training Chemical Suit	1
19.	Sleeping Bag	1
20.	Sleeping Bag Carrier	1
21.	Sleeping Bag Cover	1
22.	Tent Shelter Half	2
23.	Poles for Shelter Half	8
24.	Peg/Pins for Shelter Half	6
25.	Mosquito Net	1
26.	Air Matress	1
27.	Wool Blankets	2
28.	Entrenching Tool with Cover	1
29.	Field Pack	1
30.	Suspenders for Pack	1
31.	Cap, Cold Weather	1
32.	Mask, Cold Weather	1
33.	Pouch, Ammo type	1
34.	First Aid Kit	1
35.	Overshoes, Wet Weather type	1
36.	Camouflage Shirts (Battle Dress Uniform)	4
37.	Camouflage Pants (Battle Dress Uniform)	4
38.	Undershirts, Cold Weather	3
39.	Underpants, Cold Weather	3
40.	Socks, Wool type	3
41.	Boots, Jungle type	1
42.	Sleeping Shirt	1
43.	Sweater	1

(Figure 5-2)

CONTINUED

PERSONAL CLOTHING AND EQUIPMENT CHECKLIST

	ITEM	QUANTITY
44.	Gloves, Leather Work type	1
45.	Glove, Inserts	2
46.	Helmet, Flyer Winter type	1
47.	Camouflage Hat	1
48.	Signal Mirror	1
49.	Compass	1
50.	Airdrop Panels	10
51.	Weapon	1
52.	Scarf, Wool	1
53.	Camouflage Sticks	2
54.	Insect Repellent	1
55.	Pocket Knife	1
56.	Machette with Sheath	1
57.	Sunglasses	1
58.	Purification Tablets for Water	5

(Figure 5-2)

TALO ADDRESS LIST

ORGANIZATION	LOCATION	AUTOVON PHONE NUMBER/UNIT
MAC DOCSA	Scott AFB, IL 62225	638-3570/2087
21 AF DOXLT	McGuire AFB, NJ 08641	440-3816/2545
22 AF DOXL	Travis AFB, CA 94535	837-2668/5447
322 ALD DOXT	Ramstein AB, APO 09012	480-6234
834 ALD DOXT	Hickam AFB, HI 96853	449-5438/5386
OL A 1701 MOBSS	Ft. Knox, KY 40121	464-4038/5254
OL B 1701 MOBSS	Ft. Bragg, NC 28307	236-4506/XVIII ABN Corps 236-5200/82 ABN DIV
OL D 1701 MOBSS	Ft. Campbell, KY 42223	635-6610/5720
OL L 1701 MOBSS	Ft. Steward, GA 31314	870-2831/2798
61 MAG	Howard AFB, APO 34007	284-5744/5647
OL A 1702 MOBSS	Ft. Polk, LA 71459	863-6616/6117
OL AI 1702 MOBSS	Ft. Riley, KS 66442	856-6338
OL B 1702 MOBSS	Ft. Hood, TX 76544	737-6302/III Corps 737-5124/1st CAV DIV 737-8067/6th CAV BDE 737-6504/2d ARM DIV
OL C 1702 MOBSS	Ft. Bliss, TX 79916	978-3505/3424
OL E 1702 MOBSS	Ft. Carson, CO 80913	691-5246
OL F 1702 MOBSS	Ft. Lewis, WA 98433	357-2888/I Corps 357-7108/9th INF DIV
OL N 1702 MOBSS	Ft. Ord, CA 93941	929-3089/6614
OL C 834 ALD	Camp Red Cloud, ROK APO 96358	299-7033/CFA 299-6704/2d INF DIV

(Figure 5-3)

CONTINUED

TALO ADDRESS LIST

ORGANIZATION	LOCATION	AUTOVON PHONE NUMBER/UNIT
OL I 834 ALD	Scholfield Barracks, HI 96853	655-0488
OL A 616 MAG	Elemendorf AFB, AK 99506	862-6200
MAC OPERATIONS CENTER	Scott AFB, IL 62225	631-3990 638-5423 Commercial 1-800-851-7542
21 AF OPERATIONS CENTER	McGuire AFB, NJ 08641	234-1630 440-3636 Commercial 1-609-723-7979
22 AF OPERATIONS CENTER	Travis AFB, CA 94535	896-3461 Operator 896-3480

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GLOSSARY

A	Army
AAA	Anti Aircraft Artillery
AACG	Arrival Airfield Control Group
AACP	Army Air Defense Command Post
AAE	Army Aviation Element
AAM	Air to Air Missile
AAVS	Aerospace Audiovisual Service
AB	Air Base
ABCCC	Airborne Command and Control Communication Aircraft
ABN	Airborne
ACFT	Aircraft
ACL	Allowable Cabin Load
ACM	Additional Crew Member
AD	Air Defense
AECC	Aeromedical Evacuation Control Center
AES	Aeromedical Evauation Squadron
AF	Air Force
AGOS	Air Ground Operations School
ALCC	Airlift Control Center
ALCE	Airlift Control Element
ALD	Airlift Division
ALE	Army Liaison Element
ALO	Air Liaison Officer
ALOC	Army Air Line of Communication
ANGLICO	Air Naval Gunfire Liaison Company
AO	Area of Operation
ARFO	Army Forces
ARLO	Air Reconnaissance Liaison Officer
ARM	Armored
ARNO	Air Request Net Operator
ARTCC	Air Route Traffic Control Center
ASIF	Airlift Service Industrial Fund
ASOC	Air Support Operation Center
ASRT	Air Support Radar Team
ATACC	Alternate Tactical Air Control Center
ATO	Air Tasking Order
AUTODIN	Automatic Digital Network
AWACC	Airborne Warning and Control Center
AWACS	Airborne Warning and Control System
AWADS	Adverse Weather Aerial Delivery System
BAI	Battlefield Air Interdiction
BDA	Bomb Damage Assessment
BDE	Brigade

CONTINUED

BLSS	Base Level Self Sufficiency Spares
BL	Bomb Line
BN	Battalion
BSA	Brigade Support Area
CALO	Combined Airlift Office
CALSU	Combat Airlift Support Unit
CAM	Combat Airlift Mission
CAT	Crisis Action Team
CAS	Close Air Support
CARP	Computed Air Release Point
CAV	Cavalry
C/B	Center of Balance
CC	Commander
CCT	Combat Control Team
CDS	Container Delivery System
CFA	Combined Field Army
CHOP	Change of Operational Control
CINC	Commander in Chief
CO	Company/Commanding Officer
COC	Combat Operations Center
COMALF	Commander Airlift Forces
CP	Command Post
CPX	Command Post Exercise
CRAF	Civilian Reserve Air Fleet
CRC	Control and Reporting Center
CTOC	Corps Tactical Operations Center
CRP	Control and Reporting Post
DACG	Departure Airfield Control Group
DASC	Direct Air Support Center
DASS	Direct Air Support Squadron
DEFCON	Defense Readiness Condition
DET	Detachment
DIA	Defense Intelligence Agency
DIV	Division
DMZ	Demilitarized Zone
DNIF	Duty Not Including Flying
DO	Duty Officer/Director of Operations
DOD	Department of Defense
DSA	Division Support Area
DTG	Date Time Group
DTO	Division Transportation Office
DTOC	Division Tactical Operations Center
DZ	Drop Zone
DZCO	Drop Zone Control Officer
ECCM	Electronic Counter Counter Measure
ECM	Electronic Counter Measure

CONTINUED

EDRE	Army Emergency Deployability Readiness Exercise
E and E	Escape and Evasion
EEI	Essential Elements of Information
EL	Elevation
ELINT	Electronic Intelligence/Electronic Interpretation
EOB	Enemy Order of Battle
ETD	Estimated Time of Departure
EZ	Extraction Zone
EZCO	Extraction Zone Control Officer
FA	Field Army
FAC	Forward Air Controller
FACP	Forward Air Control Party
FALO	Field Artillery Liaison Officer
FDC	Fire Direction Center
FDO	Fighter Duty Officer
FEBA	Forward Edge of Battle Area
F/I	Fighter Interceptor
FLOGEN	Flow Generator
FLOT	Forward Line of Troops
FM	Frequency Modulation/Field Manual
FO	Forward Observer
FOB	Forward Operating Base
FOD	Foreign Object Damage
FRAG	Fragmentary Order
FSC	Fire Support Coordinator
FSCC	Fire Support Coordination Center
FSCL	Fire Support Coordination Line
FSE	Fire Support Element
FSS	Forward Supply Support
FTR	Fighter
FTX	Field Training Exercise
GCA	Ground Controlled Approach
GCI	Ground Controlled Interception
GLO	Ground Liaison Officer
GOB	Ground Order of Battle
GP	General Purpose
GRADS	Ground Radar Aerial Delivery System
HAARS	High Altitude Airdrop Resupply System
HALO	High Altitude Low Opening
HARP	High Altitude Release Point
HE	High Explosive/Heavy Equipment
HF	High Frequency
ICAO	International Civil Aviation Organization
ID	Identification
IDO	Intelligence Duty Officer

CONTINUED

IF	Industrial Fund
IFF	Identification Friend or Foe
IG	Inspector General
ILS	Integrated Landing System/Integrated Logistics Support
IMC	Instrument Meteorological Conditions
IMMED	Immediate
INF	Infantry
INS	Inertial Navigation System
IPT	In Place Time
IR	Infrared
IRAN	Inspect and Repair as Necessary
ISB	Initial Staging Base
ITO	Installation Transportation Office
JAAT	Joint Air Attack Training
JA/ATT	Joint Airborne/Air Transportability Training
JAOCK	Joint Air Operations Center Korea
JCS	Joint Chief of Staff
JINTACCS	Joint Interoperability for Tactical Command and Control System
JOC	Joint Operations Center
JOPS	Joint Operations Planning System
JSOP	Joint Strategic Objective Plan
JTF	Joint Task Force
KADIZ	Korean Air Defense Identification Zone
KBA	Killed by Air
KCAS	Knots Calibrated Air Speed
KIA	Killed in Action
KIAS	Knots Indicated Air Speed
LAD	Latest Arrival Date of Cargo/Passengers at Port of Debarkation
LAPES	Low Altitude Parachute Extraction System
LGB	Laser Guided Bomb
LOC	Line of Contact
LOE	Letter of Evaluation
LOP	Line of Position
LZ	Landing Zone
LZCO	Landing Zone Control Officer
MAC	Military Airlift Command
MACLO	Military Airlift Command Liaison Officer
MACR	Military Airlift Command Regulation
MAF	Marine Amphibious Force
MAG	Military Aircraft Group
MAJCOM	Major Command
MAPS	Mobile Aerial Port Squadron
MAS	Military Airlift Squadron

CONTINUED

MASS	Marine Air Support Squadron/Military Airlift Support Squadron
MAW	Marine Aircraft Wing/Military Airlift Wing
MC	Mission Capable
MCC	Mobility Control Center/Movement Control Center
ME	Mission Essential
MEL	Minimum Equipment List
MHE	Material Handling Equipment
MILSTAMP	Military Standard Transportation and Movement Procedures
MISREP	Mission Report
MLO	Marine Liaison Officer
MOBSS	Mobility Support Squadron
MOG	Maximum Number on the Ground
MRC	Mobile Radio Communications Jeep
MSK	Mission Support Kit
MSL	Mean Sea Level
NAF	Numbered Air Force
NATO	North Atlantic Treaty Organization
NAVAID	Navigation Aids
NBL	Nuclear Bomb Line
NEACAP	National Emergency Airborne Command Post
NGF	Naval Gun Fire
NGO	Naval Gunfire Officer
NM	Nautical Mile
NMC	Not Mission Capable
OAP	Offset Aiming Point
OB	Order of Battle
OER	Officer Effectiveness Report
OIC	Officer in Charge
OP	Orbit Point/Observation Post
OPCON	Operational Control
OPLAN	Operation Plan
OPORD	Operation Order
OPR	Office of Primary Responsibility
ORE	Operational Readiness Exerecise
ORI	Operational Readiness Inspection
PAA	Primary Authorizeu Aircraft
PACAF	Pacific Air Force
PALS	Portable Airfield Lighting System
PARS	Parachute Altitude Recognition System
PAX	Passengers
PCS	Permanent Change of Station
PDM	Programmed Depot Maintenance
PDO	Publication Distribution Office
PI	Point of Impact

CONTINUED

PMC	Partially Mission Capable
POE	Port of Embarkation
POL	Petroleum Oil and Lubrication
POW	Prisoner of War
PSYWAR	Psychological Warfare
QC	Quality Control
QEC	Quick Engine Change
QRL	Quick Reference List
RADAR	Radio Detection and Ranging
R and D	Research and Development
RECCE	Reconnaissance
RECON	Reconnaissance Ground
RDD	Required Delivery Date
REFORGER	Return Forces to Germany
RLT	Regimental Landing Team
ROK	Republic of Korea
ROMAD	Radio Operator, Mechanic, and Driver
ROTE	Rotation
RP	Reporting Post
RRR	Remove, Repair, and Replace
RTB	Return to Base
RTT	Radio Teletype
RX	Rocket
SAAM	Special Assignment Airlift Mission
SAM	Surface to Air Missile
SAR	Search and Rescue
SATCOM	Satellite Communication
SCATANA	Security Control of Air Traffic and Air Navigation Aids
SF	Special Forces
SIF	Selective Identification Feature
SITREP	Situation Report
SKE	Station Keeping Equipment
SLAR	Side Looking Airborne Radar
SOI	Signal Operations Instruction
SOP	Standard Operation Procedures
SOW	Special Operation Wing
SOLL	Special Operation Low Level
SQ	Squadron
SSB	Single Side Band
SSM	Surface to Surface Missile
S/T	Short Ton
STOL	Short Takeoff and Landing
SWO	Staff Weather Officer
TA	Table of Allowance

CONTINUED

TAC	Tactical Air Command
TACAN	Tactical Air Navigation
TACC	Tactical Air Control Center
TACP	Tactical Air Control Party
TACS	Tactical Air Control System
TADC	Tactical Air Direction Center
TAES	Tactical Aeromedical Evacuation System
TALAR	Tactical Landing Approach Radar
TALCE	Tactical Airlift Control Element
TALO	Tactical Airlift Liaison Officer
TAMS	Theater Airlift Management System
TAOR	Tactical Area of Responsibility
TAR	Tactical Air Reconnaissance
TARN	Tactical Air Request Network
TAS	Tactical Airlift Squadron
TASE	Tactical Air Support Element
TAW	Tactical Airlift Wing
TCN	Transportation Control Number
TCTO	Time Compliance Technical Order
TE	Task Element
TERPS	Terminal Instrument Procedures
TF	Terrain Following
TG	Tasking Group
TGT	Target
TMCC	Transportation Management Office
TO	Technical Order
TOA	Time of Arrival
TOC	Tactical Operations Center
TOE	Table of Organization/Equipment
TPFDD	Time-Phased Force and Deployment List
TPTRL	Time-Phased Transportation Requirement List
TU	Task Unit
UHF	Ultra High Frequency
USA	United States Army
USAF	United States Air Force
USAFE	United States Air Force Europe
USMC	United States Marine Corps
UTE	Utilization Rate
UW	Unconventional Warfare
VHF	Very High Frequency
VIP	Very Important Person
VIRS	Visual Initiated Release System
VO	Verbal Order
VOR	VHF Omnidirectional Radio

CONTINUED

V/STOL	Vertical/Short Takeoff and Landing
VTA	Soviet Military Transportation Aviation
WAA	Wartime Aircraft Activity
WETM	Weather Team
WG	Wing
WIA	Wounded in Action
WMP	War and Mobilization Plan
WOP	Wing Operation Plan
WRM	War Reserve Material
WRSK	War Readiness Spare Kits
WWMCCS	Worldwide Military Command and Control System
WX	Weather
Z	Zulu Time
ZM	Zone Marker

INDEX